

## Commercial.

## THIS DAY.

There is very little of importance to report from the Share Market this morning. Banks are offering at 205 per cent. premium for cash, and 206 for the end of the month, but we have not heard of any transfers at these rates. Docks have changed hands at 63 premium for the end of the month, and left off with further buyers at the rate. Nothing else came under our notice.

4 o'clock p.m.

Since noon small sales of Banks have taken place at 205 for the end of the month, and there are now sellers at 204 for cash. Docks are wanted at 63 premium, while shares are on offer at 64. A few Lúons have changed hands at quotation and more shares could be placed at the rate. Other stocks remain as per annexed list.

## SHARES.

Hongkong and Shanghai Bank—Ex New Issue 164 per cent. premium.  
 Hongkong and Shanghai Bank—New Issue 162 per cent. premium.  
 Union Insurance Society of Canton—\$650 per share, buyers.  
 China Traders' Insurance Company—\$2,600 per share, buyers.  
 North China Insurance—Tis. 1,600 per share, buyers.  
 Canton Insurance Company, Limited—\$115 per share.  
 Yangtze Insurance Association—Tis. 1070 per share, ex div. sellers.  
 Chinese Insurance Company—\$225 per share, ex div. sellers.  
 On Tai Insurance Company, Limited—Tis. 150 per share.  
 Hongkong Fire Insurance Company—\$347 per share.  
 China Fire Insurance Company—\$380 per share, sellers.  
 Hongkong and Whampoa Dock Company—63 per cent. premium, buyers.  
 Hongkong, Canton, and Macao Steamboat Co.—\$46 per share, premium, ex div. buyers.  
 China and Manila Steam Ship Company—120 per share.  
 Hongkong Gas Company—\$80 per share.  
 Hongkong Hotel Company—\$175 per share, buyers.  
 Indo-China Steam Navigation Company, Limited—15 per cent. dis. sellers.  
 China Sugar Refining Company, Limited—\$307 per share, sellers.  
 China Sugar Refining Company (Debentures)—2 per cent. premium.  
 Luzon Sugar Refining Company, Limited—\$80 per share, sales and buyers.  
 Hongkong Ice Company—\$161 per share, sellers.  
 Hongkong and China Bakery Company, Limited—\$80 per share, buyers.  
 Chinese Imperial Loan of 1878—14 per cent. prem. ex int.  
 Chinese Imperial Loan of 1881—2 per cent. prem.

## EXCHANGE.

ON LONDON.—Bank, T. T. .... 3/7 1/2  
 Bank Bills, on demand ..... 3/7 1/2  
 Bank Bills, at 30 days' sight ..... 3/7 1/2  
 Bank Bills, at 4 months' sight ..... 3/8  
 Credits, at 4 months' sight ..... 3/8 1/2  
 Documentary Bills, at 4 months' sight ..... 3/8 1/2 @ 3/8 1/2  
 ON PARIS.—  
 Bank Bills, on demand ..... 4/5 1/2  
 Credits, at 4 months' sight ..... 4/5 1/2  
 ON BOMBAY.—Bank, T. T. .... 22 1/2  
 On Calcutta—Bank, T. T. .... 22 1/2  
 On Demand ..... 22 1/2  
 ON SHANGHAI.—  
 Bank, sight ..... 72 1/2  
 Private, 30 days' sight ..... 73 1/2

## OPIUM MARKET.—THIS DAY.

NEW MALWA ..... per picul, \$530  
 (Allowance, Tals 24)  
 OLD MALWA ..... per picul, \$570  
 (Allowance, Tals 12)  
 NEW PATNA (without choice) per chest, \$592 1/2  
 NEW PATNA (first choice) per chest, \$595  
 NEW PATNA (second choice) per chest, \$590  
 NEW PATNA (bottom) per chest, \$597 1/2  
 OLD PATNA (without choice) per chest, \$600  
 OLD PATNA (bottom) per chest, \$605  
 BENARES (without choice) per chest, \$552 1/2  
 BENARES (bottom) per chest, \$555  
 NEW PERSIAN (best quality) per picul, 555  
 OLD PERSIAN (best quality) per picul, 430  
 OLD PERSIAN (second quality) per picul, 350

## CHINA COAST METEOROLOGICAL REGISTER.

THIS DAY TELEGRAMS.									
BAROMETER.	WIND.	WAVE.	WAVE.	WAVE.	WAVE.	WAVE.	WAVE.	WAVE.	WAVE.
Barometer.	Direction of Wind.	Force of Wind.	Force of Wave.	Force of Wave.	Force of Wave.	Force of Wave.	Force of Wave.	Force of Wave.	Force of Wave.
Thermometer.	Direction of Wind.	Force of Wind.	Force of Wave.	Force of Wave.	Force of Wave.	Force of Wave.	Force of Wave.	Force of Wave.	Force of Wave.
Thermometer.	Direction of Wind.	Force of Wind.	Force of Wave.	Force of Wave.	Force of Wave.	Force of Wave.	Force of Wave.	Force of Wave.	Force of Wave.

Barometer level of the sea in inches, tenths and hundredths. Thermometer in Fahrenheit degrees and tenths in the open air in a shaded situation. Direction of Wind, is registered every two points, N, N.E., E, S.E., S, S.W., W, W.N.W., N.W., N.N.W., etc. Force of Wind, 0 calm, 1 to 3 light breeze, 4 to 6 moderate, 7 to 9 fresh, 10 to 12 strong, 13 to 15 heavy, 16 to 18 violent, 19 to 21 storm, 22 to 24 hurricane, 25 to 27 typhoon, 28 to 30 cyclone, 31 to 33 hurricane, 34 to 36 typhoon, 37 to 39 cyclone, 40 to 42 hurricane, 43 to 45 typhoon, 46 to 48 cyclone, 49 to 51 hurricane, 52 to 54 typhoon, 55 to 57 cyclone, 58 to 60 hurricane, 61 to 63 typhoon, 64 to 66 cyclone, 67 to 69 hurricane, 70 to 72 typhoon, 73 to 75 cyclone, 76 to 78 hurricane, 79 to 81 typhoon, 82 to 84 cyclone, 85 to 87 hurricane, 88 to 90 typhoon, 91 to 93 cyclone, 94 to 96 hurricane, 97 to 99 typhoon, 100 to 102 cyclone, 103 to 105 hurricane, 106 to 108 typhoon, 109 to 111 cyclone, 112 to 114 hurricane, 115 to 117 typhoon, 118 to 120 cyclone, 121 to 123 hurricane, 124 to 126 typhoon, 127 to 129 cyclone, 130 to 132 hurricane, 133 to 135 typhoon, 136 to 138 cyclone, 139 to 141 hurricane, 142 to 144 typhoon, 145 to 147 cyclone, 148 to 150 hurricane, 151 to 153 typhoon, 154 to 156 cyclone, 157 to 159 hurricane, 160 to 162 typhoon, 163 to 165 cyclone, 166 to 168 hurricane, 169 to 171 typhoon, 172 to 174 cyclone, 175 to 177 hurricane, 178 to 180 typhoon, 181 to 183 cyclone, 184 to 186 hurricane, 187 to 189 typhoon, 190 to 192 cyclone, 193 to 195 hurricane, 196 to 198 typhoon, 199 to 201 cyclone, 202 to 204 hurricane, 205 to 207 typhoon, 208 to 210 cyclone, 211 to 213 hurricane, 214 to 216 typhoon, 217 to 219 cyclone, 220 to 222 hurricane, 223 to 225 typhoon, 226 to 228 cyclone, 229 to 231 hurricane, 232 to 234 typhoon, 235 to 237 cyclone, 238 to 240 hurricane, 241 to 243 typhoon, 244 to 246 cyclone, 247 to 249 hurricane, 250 to 252 typhoon, 253 to 255 cyclone, 256 to 258 hurricane, 259 to 261 typhoon, 262 to 264 cyclone, 265 to 267 hurricane, 268 to 270 typhoon, 271 to 273 cyclone, 274 to 276 hurricane, 277 to 279 typhoon, 280 to 282 cyclone, 283 to 285 hurricane, 286 to 288 typhoon, 289 to 291 cyclone, 292 to 294 hurricane, 295 to 297 typhoon, 298 to 300 cyclone, 301 to 303 hurricane, 304 to 306 typhoon, 307 to 309 cyclone, 310 to 312 hurricane, 313 to 315 typhoon, 316 to 318 cyclone, 319 to 321 hurricane, 322 to 324 typhoon, 325 to 327 cyclone, 328 to 330 hurricane, 331 to 333 typhoon, 334 to 336 cyclone, 337 to 339 hurricane, 340 to 342 typhoon, 343 to 345 cyclone, 346 to 348 hurricane, 349 to 351 typhoon, 352 to 354 cyclone, 355 to 357 hurricane, 358 to 360 typhoon, 361 to 363 cyclone, 364 to 366 hurricane, 367 to 369 typhoon, 370 to 372 cyclone, 373 to 375 hurricane, 376 to 378 typhoon, 379 to 381 cyclone, 382 to 384 hurricane, 385 to 387 typhoon, 388 to 390 cyclone, 391 to 393 hurricane, 394 to 396 typhoon, 397 to 399 cyclone, 400 to 402 hurricane, 403 to 405 typhoon, 406 to 408 cyclone, 409 to 411 hurricane, 412 to 414 typhoon, 415 to 417 cyclone, 418 to 420 hurricane, 421 to 423 typhoon, 424 to 426 cyclone, 427 to 429 hurricane, 430 to 432 typhoon, 433 to 435 cyclone, 436 to 438 hurricane, 439 to 441 typhoon, 442 to 444 cyclone, 445 to 447 hurricane, 448 to 450 typhoon, 451 to 453 cyclone, 454 to 456 hurricane, 457 to 459 typhoon, 460 to 462 cyclone, 463 to 465 hurricane, 466 to 468 typhoon, 469 to 471 cyclone, 472 to 474 hurricane, 475 to 477 typhoon, 478 to 480 cyclone, 481 to 483 hurricane, 484 to 486 typhoon, 487 to 489 cyclone, 490 to 492 hurricane, 493 to 495 typhoon, 496 to 498 cyclone, 499 to 501 hurricane, 502 to 504 typhoon, 505 to 507 cyclone, 508 to 510 hurricane, 511 to 513 typhoon, 514 to 516 cyclone, 517 to 519 hurricane, 520 to 522 typhoon, 523 to 525 cyclone, 526 to 528 hurricane, 529 to 531 typhoon, 532 to 534 cyclone, 535 to 537 hurricane, 538 to 540 typhoon, 541 to 543 cyclone, 544 to 546 hurricane, 547 to 549 typhoon, 550 to 552 cyclone, 553 to 555 hurricane, 556 to 558 typhoon, 559 to 561 cyclone, 562 to 564 hurricane, 565 to 567 typhoon, 568 to 570 cyclone, 571 to 573 hurricane, 574 to 576 typhoon, 577 to 579 cyclone, 580 to 582 hurricane, 583 to 585 typhoon, 586 to 588 cyclone, 589 to 591 hurricane, 592 to 594 typhoon, 595 to 597 cyclone, 598 to 600 hurricane, 601 to 603 typhoon, 604 to 606 cyclone, 607 to 609 hurricane, 610 to 612 typhoon, 613 to 615 cyclone, 616 to 618 hurricane, 619 to 621 typhoon, 622 to 624 cyclone, 625 to 627 hurricane, 628 to 630 typhoon, 631 to 633 cyclone, 634 to 636 hurricane, 637 to 639 typhoon, 640 to 642 cyclone, 643 to 645 hurricane, 646 to 648 typhoon, 649 to 651 cyclone, 652 to 654 hurricane, 655 to 657 typhoon, 658 to 660 cyclone, 661 to 663 hurricane, 664 to 666 typhoon, 667 to 669 cyclone, 670 to 672 hurricane, 673 to 675 typhoon, 676 to 678 cyclone, 679 to 681 hurricane, 682 to 684 typhoon, 685 to 687 cyclone, 688 to 690 hurricane, 691 to 693 typhoon, 694 to 696 cyclone, 697 to 699 hurricane, 700 to 702 typhoon, 703 to 705 cyclone, 706 to 708 hurricane, 709 to 711 typhoon, 712 to 714 cyclone, 715 to 717 hurricane, 718 to 720 typhoon, 721 to 723 cyclone, 724 to 726 hurricane, 727 to 729 typhoon, 730 to 732 cyclone, 733 to 735 hurricane, 736 to 738 typhoon, 739 to 741 cyclone, 742 to 744 hurricane, 745 to 747 typhoon, 748 to 750 cyclone, 751 to 753 hurricane, 754 to 756 typhoon, 757 to 759 cyclone, 760 to 762 hurricane, 763 to 765 typhoon, 766 to 768 cyclone, 769 to 771 hurricane, 772 to 774 typhoon, 775 to 777 cyclone, 778 to 780 hurricane, 781 to 783 typhoon, 784 to 786 cyclone, 787 to 789 hurricane, 790 to 792 typhoon, 793 to 795 cyclone, 796 to 798 hurricane, 799 to 801 typhoon, 802 to 804 cyclone, 805 to 807 hurricane, 808 to 810 typhoon, 811 to 813 cyclone, 814 to 816 hurricane, 817 to 819 typhoon, 820 to 822 cyclone, 823 to 825 hurricane, 826 to 828 typhoon, 829 to 831 cyclone, 832 to 834 hurricane, 835 to 837 typhoon, 838 to 840 cyclone, 841 to 843 hurricane, 844 to 846 typhoon, 847 to 849 cyclone, 850 to 852 hurricane, 853 to 855 typhoon, 856 to 858 cyclone, 859 to 861 hurricane, 862 to 864 typhoon, 865 to 867 cyclone, 868 to 870 hurricane, 871 to 873 typhoon, 874 to 876 cyclone, 877 to 879 hurricane, 880 to 882 typhoon, 883 to 885 cyclone, 886 to 888 hurricane, 889 to 891 typhoon, 892 to 894 cyclone, 895 to 897 hurricane, 898 to 900 typhoon, 901 to 903 cyclone, 904 to 906 hurricane, 907 to 909 typhoon, 910 to 912 cyclone, 913 to 915 hurricane, 916 to 918 typhoon, 919 to 921 cyclone, 922 to 924 hurricane, 925 to 927 typhoon, 928 to 930 cyclone, 931 to 933 hurricane, 934 to 936 typhoon, 937 to 939 cyclone, 940 to 942 hurricane, 943 to 945 typhoon, 946 to 948 cyclone, 949 to 951 hurricane, 952 to 954 typhoon, 955 to 957 cyclone, 958 to 960 hurricane, 961 to 963 typhoon, 964 to 966 cyclone, 967 to 969 hurricane, 970 to 972 typhoon, 973 to 975 cyclone, 976 to 978 hurricane, 979 to 981 typhoon, 982 to 984 cyclone, 985 to 987 hurricane, 988 to 990 typhoon, 991 to 993 cyclone, 994 to 996 hurricane, 997 to 999 typhoon, 1000 to 1002 cyclone, 1003 to 1005 hurricane, 1006 to 1008 typhoon, 1009 to 1011 cyclone, 1012 to 1014 hurricane, 1015 to 1017 typhoon, 1018 to 1020 cyclone, 1021 to 1023 hurricane, 1024 to 1026 typhoon, 1027 to 1029 cyclone, 1030 to 1032 hurricane, 1033 to 1035 typhoon, 1036 to 1038 cyclone, 1039 to 1041 hurricane, 1042 to 1044 typhoon, 1043 to 1045 cyclone, 1046 to 1048 hurricane, 1049 to 1051 typhoon, 1052 to 1054 cyclone, 1055 to 1057 hurricane, 1058 to 1060 typhoon, 1061 to 1063 cyclone, 1064 to 1066 hurricane, 1067 to 1069 typhoon, 1070 to 1072 cyclone, 1073 to 1075 hurricane, 1076 to 1078 typhoon, 1079 to 1081 cyclone, 1082 to 1084 hurricane, 1085 to 1087 typhoon, 1088 to 1090 cyclone, 1091 to 1093 hurricane, 1094 to 1096 typhoon, 1097 to 1099 cyclone, 1100 to 1102 hurricane, 1103 to 1105 typhoon, 1106 to 1108 cyclone, 1109 to 1111 hurricane, 1112 to 1114 typhoon, 1115 to 1117 cyclone, 1118 to 1120 hurricane, 1121 to 1123 typhoon, 1124 to 1126 cyclone, 1127 to 1129 hurricane, 1130 to 1132 typhoon, 1133 to 1135 cyclone, 1136 to 1138 hurricane, 1139 to 1141 typhoon, 1142 to 1144 cyclone, 1143 to 1145 hurricane, 1146 to 1148 typhoon, 1149 to 1151 cyclone, 1152 to 1154 hurricane, 1155 to 1157 typhoon, 1158 to 1160 cyclone, 1161 to 1163 hurricane, 1164 to 1166 typhoon, 1167 to 1169 cyclone, 1170 to 1172 hurricane, 1173 to 1175 typhoon, 1176 to 1178 cyclone, 1179 to 1181 hurricane, 1182 to 1184 typhoon, 1185 to 1187 cyclone, 1188 to 1190 hurricane, 1191 to 1193 typhoon, 1194 to 1196 cyclone, 1197 to 1199 hurricane, 1200 to 1202 typhoon, 1203 to 1205 cyclone, 1206 to 1208 hurricane, 1209 to 1211 typhoon, 1212 to 1214 cyclone, 1215 to 1217 hurricane, 1218 to 1220 typhoon, 1221 to 1223 cyclone, 1224 to 1226 hurricane, 1227 to 1229 typhoon, 1230 to 1232 cyclone, 1233 to 1235 hurricane, 1236 to 1238 typhoon, 1239 to 1241 cyclone, 1242 to 1244 hurricane, 1245 to 1247 typhoon, 1248 to 1250 cyclone, 1251 to 1253 hurricane, 1254 to 1256 typhoon, 1257 to 1259 cyclone, 1260 to 1262 hurricane, 1263 to 1265 typhoon, 1264 to 1266 cyclone, 1267 to 1269 hurricane, 1270 to 1272 typhoon, 1273 to 1275 cyclone, 1276 to 1278 hurricane, 1279 to 1281 typhoon, 1282 to 1284 cyclone, 1285 to 1287 hurricane, 1288 to 1290 typhoon, 1289 to 1291 cyclone, 1292 to 1294 hurricane, 1295 to 1297 typhoon, 1298 to 1299 cyclone, 1300 to 1302 hurricane, 1303 to 1305 typhoon, 1304 to 1306 cyclone, 1307 to 1309 hurricane, 1310 to 1312 typhoon, 1313 to 1315 cyclone, 1316 to 1318 hurricane, 1319 to 1321 typhoon, 1322 to 1324 cyclone, 1325 to 1327 hurricane, 1328 to 1330 typhoon, 1331 to 1333 cyclone, 1334 to 1336 hurricane, 1337 to 1339 typhoon, 1340 to 1342 cyclone, 1343 to 1345 hurricane, 1346 to 1348 typhoon, 1349 to 1351 cyclone, 1352 to 1354 hurricane, 1355 to 1357 typhoon, 1358 to 1360 cyclone, 1361 to 1363 hurricane, 1364 to 1366 typhoon, 1365 to 1367 cyclone, 1368 to 1370 hurricane, 1371 to 1373 typhoon, 1374 to 1376 cyclone, 1377 to 1379 hurricane, 1380 to 1382 typhoon, 1383 to 1385 cyclone, 1386 to 1388 hurricane, 1389 to 1391 typhoon, 1392 to 1394 cyclone, 1395 to 1397 hurricane, 1398 to 1399 typhoon, 1400 to 1402 cyclone, 1403 to 1405 hurricane, 1406 to 1408 typhoon, 1409 to 1411 cyclone, 1412 to 1414 hurricane, 1415 to 1417 typhoon, 1416 to 1418 cyclone, 1419 to 1421 hurricane, 1422 to 1424 typhoon, 1423 to 1425 cyclone, 1426 to 1428 hurricane, 1429 to 1431 typhoon, 1432 to 1434 cyclone, 1435 to 1437 hurricane, 1438 to 1440 typhoon, 1441 to 1443 cyclone, 1444 to 1446 hurricane, 1447 to 1449 typhoon, 1450 to 1452 cyclone, 1453 to 1455 hurricane, 1456 to 1458 typhoon, 1459 to 1461 cyclone, 1462 to 1464 hurricane, 1465 to 1467 typhoon, 1468 to 1470 cyclone, 1471 to 1473 hurricane, 1474 to 1476 typhoon, 1475 to 1477 cyclone, 1478 to 1480 hurricane, 1481 to 1483 typhoon, 1484 to 1486 cyclone, 1487 to 1489 hurricane, 1490 to 1492 typhoon, 1493 to 1495 cyclone, 1496 to 1498 hurricane, 1499 to 1500 typhoon, 1501 to 1503 cyclone, 1504 to 1506 hurricane, 1507 to 1509 typhoon, 1510 to 1512 cyclone, 1513 to 1515 hurricane, 1516 to 1518 typhoon, 1519 to 1521 cyclone, 1522 to 1524 hurricane, 1525 to 1527 typhoon, 1528 to 1530 cyclone, 1531 to 1533 hurricane, 1534 to 1536 typhoon, 1537 to 1539 cyclone, 1540 to 1542 hurricane, 1543 to 1545 typhoon, 1544 to 1546 cyclone, 1547 to 1549 hurricane, 1550 to 1552 typhoon, 1553 to 1555 cyclone, 1556 to 1558 hurricane, 1559 to 1561 typhoon, 1562 to 1564 cyclone, 1565 to 1567 hurricane, 1568 to 1570 typhoon, 1571 to 1573 cyclone, 1574 to 1576 hurricane, 1577 to 1579 typhoon, 1580 to 1582 cyclone, 1583 to 1585 hurricane, 1586 to 1588 typhoon, 1589 to 1591 cyclone, 1592 to 1594 hurricane, 1595 to 1597 typhoon, 1598 to 1599 cyclone, 1600 to 1602 hurricane, 1603 to 1605 typhoon, 1604 to 1606 cyclone, 1607 to 1609 hurricane, 1610 to 1612 typhoon, 1613 to 1615 cyclone, 1616 to 1618 hurricane, 1619 to 1621 typhoon, 1622 to 1624 cyclone, 1625 to 1627 hurricane, 1628 to 1630 typhoon, 1631 to 1633 cyclone, 1634 to 1636 hurricane, 1637 to 1639 typhoon, 1640 to 1642 cyclone, 1643 to 1645 hurricane, 1646 to 1648 typhoon, 1649 to 1651 cyclone, 1652 to 1654 hurricane, 1655 to 1657 typhoon, 1658 to 1660 cyclone, 1661 to 1663 hurricane, 1664 to 1666 typhoon, 1665 to 1667 cyclone, 1668 to 1670 hurricane, 1671 to 1673 typhoon, 1674 to 1676 cyclone, 1677 to 1679 hurricane, 1680 to 1682 typhoon, 1683 to 1685 cyclone, 1686 to 1688 hurricane, 1689 to 1691 typhoon, 1692 to 1694 cyclone, 1695 to 1697 hurricane, 1698 to 1699 typhoon, 1700 to 1702 cyclone, 1703 to 1705 hurricane, 1706 to 1708 typhoon, 1709 to 1711 cyclone, 1712 to 1714 hurricane, 1715 to 1717 typhoon, 1716 to 1718 cyclone, 1719 to 1721 hurricane, 1722 to 1724 typhoon, 1723 to 1725 cyclone, 1726 to 1728 hurricane, 1729 to 1731 typhoon, 1732 to 1734 cyclone, 1735 to 1737 hurricane, 1738 to 1740 typhoon, 1741 to 1743 cyclone, 1744 to 1746 hurricane, 1747 to 1749 typhoon, 1750 to 1752 cyclone, 1753 to 1755 hurricane, 1756 to 1758 typhoon, 1759 to 1761 cyclone, 1762 to 1764 hurricane, 1765 to 1767 typhoon, 1768 to 1770 cyclone, 1771 to 1773 hurricane, 1774 to 1776 typhoon, 1775 to 1777 cyclone, 1778 to 1780 hurricane, 1781 to 1783 typhoon, 1784 to 1786 cyclone, 1787 to 1789 hurricane, 1790 to 1792 typhoon, 1793 to 1795 cyclone, 1796 to 1798 hurricane, 1799 to 1800 typhoon, 1801 to 1803 cyclone, 1804 to 1806 hurricane, 1807 to 1809 typhoon, 1810 to 1812 cyclone, 1813 to 1815 hurricane, 1816 to 1818 typhoon, 1819 to 1821 cyclone, 1822 to 1824 hurricane, 1825 to 1827 typhoon, 1828 to 1830 cyclone, 1831 to 1833 hurricane, 1834 to 1836 typhoon, 1835 to 1837 cyclone, 1838 to 1840 hurricane, 1841 to 1843 typhoon, 1842 to 1844 cyclone, 1843 to 1845 hurricane, 1846 to 1848 typhoon, 1847 to 1849 cyclone, 1850 to 1852 hurricane, 1853 to 1855 typhoon, 1854 to 1856 cyclone, 1855 to 1857 hurricane, 1858 to 1860 typhoon, 1859 to 1861 cyclone, 1862 to 1864 hurricane, 1865 to 1867 typhoon, 1866 to 1868 cyclone, 1867 to 1869 hurricane, 1870 to 1872 typhoon, 1871 to 1873 cyclone, 1872 to 1874 hurricane, 1875 to 1877 typhoon, 1876 to 1878 cyclone, 1877 to 1879 hurricane, 1880 to 1882 typhoon, 1881 to 1883 cyclone, 1882 to 1884 hurricane, 1885 to 1887 typhoon, 1886 to 1888 cyclone, 1887 to 1889 hurricane, 1890 to 1892 typhoon, 1891 to 1893 cyclone, 1892 to 1894 hurricane, 1895 to 1897 typhoon, 1896 to 1898 cyclone, 1897 to 1899 hurricane, 1900 to 1902 typhoon, 1901 to 1903 cyclone, 1902 to 1904 hurricane, 1905 to 1907 typhoon, 1906 to 1908 cyclone, 1907 to 1909 hurricane, 1910 to 1912 typhoon, 1911 to 1913 cyclone, 1912 to 1914 hurricane, 1915 to 1917 typhoon, 1916 to 1918 cyclone, 1917 to 1919 hurricane, 1920 to 1922 typhoon, 1921 to 1923 cyclone, 1922 to 1924 hurricane, 1925 to 1927 typhoon, 1926 to 1928 cyclone, 1927 to 1929 hurricane, 1930 to 1932 typhoon, 1931 to 1933 cyclone, 1932 to 1934 hurricane, 1935 to 1937 typhoon, 1936 to 1938 cyclone, 1937 to 1939 hurricane, 1940 to 1942 typhoon, 1941 to 1943 cyclone, 1942 to 1944 hurricane, 1945 to 1947 typhoon, 1946 to 1948 cyclone, 1947 to 1949 hurricane, 1950 to 1952 typhoon, 1951 to 1953 cyclone, 1952 to 1954 hurricane, 1955 to 1957 typhoon, 1956 to 1958 cyclone, 1957 to 1959 hurricane, 1960 to 1962 typhoon, 1961 to 1963 cyclone, 1962 to 1964 hurricane, 1965 to 1967 typhoon, 1966 to 1968 cyclone, 1967 to 1969 hurricane, 1970 to 1972 typhoon, 1971 to 1973 cyclone, 1972 to 1974 hurricane, 1975 to 1977 typhoon, 1976 to 1978 cyclone, 1977 to 1979 hurricane, 1980 to 1982 typhoon, 1981 to 1983 cyclone, 1982 to 1984 hurricane, 1985 to 1987 typhoon, 1986 to 1988 cyclone, 1987 to 1989 hurricane, 1990 to 1992 typhoon, 1991 to 1993 cyclone, 1992 to 1994 hurricane, 1995 to 1997 typhoon, 1996 to 1998 cyclone, 1997 to 1999 hurricane, 2000 to 2002 typhoon, 2003 to 2005 cyclone, 2004 to 2006 hurricane, 2007 to 2009 typhoon, 2008 to 2010 cyclone, 2009 to 2011 hurricane, 2012 to 2014 typhoon, 2013 to 2015 cyclone, 2014 to 2016 hurricane, 2017 to 2019 typhoon, 2018 to 2020 cyclone, 2019 to 2021 hurricane, 2022 to 2024 typhoon, 2023 to 2025 cyclone, 2024 to 2026 hurricane, 2027 to 2029 typhoon, 2028 to 2030 cyclone, 2029 to 2031 hurricane, 2032 to 2034 typhoon, 2033 to 2035 cyclone, 2034 to 2036 hurricane, 2037 to 2039 typhoon, 2038 to 2040 cyclone, 2039 to 2041 hurricane, 2042 to 2044 typhoon, 2043 to 2045 cyclone, 2044 to 2046 hurricane, 2047 to 2049 typhoon, 2050 to 2052 cyclone, 2051 to 2053 hurricane, 2054 to 2056 typhoon, 2055 to 2057 cyclone, 2056 to 2058 hurricane, 2059 to 2061 typhoon, 2060 to 2062 cyclone, 2061 to 2063 hurricane, 2064 to 2066 typhoon, 2065 to 2067 cyclone, 2066 to 2068 hurricane, 2069 to 2071 typhoon, 2070 to 2072 cyclone, 2071 to 2073 hurricane, 2074 to 2076 typhoon, 2075 to 2077 cyclone, 2076 to 2078 hurricane, 2079 to 2081 typhoon, 2080 to 2082 cyclone, 2081 to 2083 hurricane, 2084 to 2086 typhoon, 2085 to 2087 cyclone, 2086 to 2088 hurricane, 2089 to 2091 typhoon, 2090 to 2092 cyclone, 2091 to 2093 hurricane, 2094 to 2096 typhoon, 2095 to 2097 cyclone, 2096 to 2098 hurricane, 2099 to 2100 typhoon, 2101 to 2103 cyclone, 2102 to 2104 hurricane, 2105 to 2107 typhoon, 2106 to 2108 cyclone, 2107 to 2109 hurricane, 2110 to 2112 typhoon, 2111 to 2113 cyclone, 2112 to 2114 hurricane, 2115 to 2117 typhoon, 2116 to 2118 cyclone, 2117 to 2119 hurricane, 2120 to 2122 typhoon, 2121 to 2123 cyclone, 2122 to 2124 hurricane, 2125 to 2127 typhoon, 2126 to 2128 cyclone, 2127 to 2129 hurricane, 2130 to



## CORRESPONDENCE.

[We do not necessarily endorse the opinions expressed by Correspondents in this column.]

DEAR SIR,—I, too, like your correspondent "Shams" in your yesterday's issue of the *Telegraph*, am one of the public—the Hongkong public—and feel ashamed to think that one of the public—the *Telegraph*—had the audacity to accuse the *Telegraph* of being "in the swim" or rather asking the question, "I don't care who is in the swim—I should like to be in there myself—can't you let a poor outsider know how it is possible for him to get within the magic circle—I know that I could accommodate myself with a share in the spoils." "Shams" is just what he signs himself. What I want to know is, how large a sack would it take to hold Hongkong corruption, and how many "sacks" would it take to rejuvenate the colony. Really, Mr. Editor, I do not understand what your contributors "Globe Trotter" and "Paul Pry" mean in their paragraphs. If they have any grievances, let them come out with them. There are plenty in the colony who will stand by and see them through the mill. Hurrah for Fitz-Jones-Bull or whatever his name may be. What with the Fire Brigade review, yesterday, and the forthcoming Legislative Council (when it comes off I don't know), Tom Tom Water-works on the hill, Railways to the Peak, the Causeway Bay Improvements, another couple of millions of Government Bonds to come shortly on the stock-exchange to add a little more fuel to the fire, the French men-of-war to do our saluting for us and to protect us and a host of other matters which require to be rubbed off the slate and a new account started is really enough, is it not Mr. Editor, to give one the veritable

HONGKONG, 14th August, 1883.  
JIM JAMS.  
P. S.—I really admire your just indignation at "Shams's" letter as expressed in your footnote. "May soft shall claim, give me the Jim Jams, if ever I cease to love," &c.

## NOTES FROM JAPANESE PAPERS.

One fatal case of cholera occurred in Tokyo on the 1st ult. The Government contemplate covering all the forts with armour plates.

A telegraphic dispatch from Tientsin announces the prevalence of cholera in that port. It is reported that H.I.J.M.'s ship *Ringo Ken*, now in Chilli, was damaged by an explosion on board.

Judge Oaki will shortly proceed to Takata to conduct the trial of the rioters in the above locality.

A special meeting of high artillery officers will be held in connection with the proposed extension of the Army.

At 5.40 p.m. the 1st instant, a fire broke out in the penitentiary at Kosego, Tokyo, and destroyed one ward.

It is in contemplation to hold a naval sham fight between the sailing and coast defence squadrons in Autumn.

A fatal accident to one of the railway staff occurred on the Tokyo-Yokohama railway the day before yesterday.

Mr. Consul Takahashi, and his Secretary, Mr. Naito, were received in farewell audience by His Majesty the Mikado on Tuesday last.

A son of Mr. Haru, third class officer of the Finance Department, will leave for America by today's mail steamer for a course of study.

The new Palace will be built on the old site of Honmaru, instead of at Nishimura as previously decided. The expense is estimated at 2,500,000 yen.

Mr. Tokugawa Keiki, ex-Daimyo of Owari, has received the Blue Ribbon in appreciation of his personal exertion and expenditure in connection with the emigration of the unemployed *shizoku* to Hokkaido.

There is considerable pressure of business in all the government departments in consequence of the reforms in the administration which will take place after the return of H.I.J.M.

Mr. Saito Shuichiro, who is going to Korea with the American Embassy, left Inchon for Japan on the 10th ult. and arrived at Kobe on the 2nd instant. He is expected in Yokohama in a few days.

A certain American resident in Kobe proposes to erect a monument in honor of H.I. Kamon-no-Kami who was assassinated by Mito *ronin* for advocating the opening of Japanese ports to foreign trade.

Achikaga, in the province of Yashu, is one of the chief silk producing districts of Japan. The production for 1879, 1880, and 1881 was 3,159,342, 2,923,860, and 2,977,153 respectively, valued at 4,411,538, 2,236,242, and 2,648,992 yen respectively.

Since the Tokyo-Kumagata Railway was opened, no passengers travel by the coach-runnings from Yoro-yobashi, Tokyo. The shareholders of the Omnibus Company have convened a meeting to take the necessary steps to protect themselves against a dangerous rival.

The late H.E. Iwakura rendered considerable service to the nobility. The establishment of the 13th National Bank (*Kuwaiki Ginko*), Nobles' Club, and Nippon Railway Company, in his work. The nobles intend erecting a monument to Iwakura's memory in token of their gratitude.

During the twenty-six days that the Educational Museum at Ueno was open in the month of July last, 5,810 Japanese and 34 foreigners visited it, making a total of 5,844. In the same month there were 435 visitors to the Library, and 4,883 books were borrowed; to wit, European to the works, 647; Chinese and Japanese, 2,336. Visitors to the Zoological Garden were 12,959 in number.

The postponement of the Third National Exhibition has been necessitated by the stagnation of old domestic industries and the consequent prospect that they will not make sufficient progress within the next five years to warrant an export. But a competitive exhibition of export staples—silk, cocoons, woven fabrics, porcelain, and lacquer wares—will be opened at Ueno in 1885 from the 1st of April to the 31st of June.

A letter from Pusan, Korea, dated the 23rd ult., says: "The Japanese residents held a religious celebration on the 23rd of July in commemoration of the death of the Christian Japanese who were murdered on the occasion of the *semei* in Seoul last year. It was the most splendid festival ever given since the port was opened to Japanese trade. A *torii* (or arch) was made of shirings. Various gifts were presented to the shrine dedicated to the murdered men and the reading of the religious ritual commenced at 2.30 p.m. after a salvo of seven guns. After the ritual was concluded, gifts were distributed among the crowd, mostly Koreans who freely participated in the celebration. In the evening there was a display of fireworks."—*Yokohama Daily Mail*.

## MAILS EXPECTED.

THE ENGLISH MAIL.  
P. & O. S. N. Co.'s steamer *Arcton*, with the following passengers, will arrive from Singapore for this port on the 14th instant, at noon, and may be expected to arrive here on the 15th.

THE AMERICAN MAIL.  
The O. & C. S. Co.'s steamer *Cable*, with the next American mail, left San Francisco on the 21st July, and may be expected here about the 14th instant.

## NINGPO.

[FROM OUR OWN CORRESPONDENT.]

For some days past we have enjoyed exceptionally cool and pleasant weather, but there were not wanting certain indications which to one versed in such matters unmistakably promised us a decided change shortly. Not were our weather prophets off in their calculation, for within the last twenty-four hours we have experienced a change which is in every sense decided. At 3 p.m. yesterday the weather looked so very threatening that the C. N. Co.'s Agents thought it advisable to detain the s.s. *Tientsin*, which was to have left for Shanghai at 4 p.m., and it was very fortunate they did so, for from that hour the wind increased in violence till 2 a.m. to-day, when it blew a perfect hurricane; barometer 29.20, still falling. The tide rose full 6 or 7 feet above the ordinary high water mark, flooding the Bund and Main Street to the depth of about 3 feet, causing a great deal of damage, but to what extent cannot now be ascertained, but it must be considerable for the flooring of many of the go-downs are on the level of the Bund. No reliable reports have reached us up to the present concerning the damage caused by the storm, either afloat or ashore, but we have sufficient reason to believe it to be enormous. This afternoon the tide again rose to an unusual height, but the wind moderated and the barometer rose, leaving us under the impression that we had seen the worst of the storm. In this, however, we were mistaken, for at 7 p.m. the wind veered round to the N.W. and has gradually increased. The lowest reading of the barometer was 29.07. About 5 p.m. the barometer again began to rise, and during the night the wind blew in fitful gusts, tearing away the gutterings of houses and doing a great deal of damage to the roofs, etc.—Owing to the exceedingly high tides of late, the rice and cotton crops are reported to be greatly damaged. It is also reported that several godowns in the back street of the settlement, containing white sugar, have been damaged by the high tide. The loss is estimated at about \$2,000; also a good deal of goods and property damaged in the godowns near the Bridge of Boats, said to be worth \$20,000. Some of the wood and water-kong honghs have suffered, and a few house-boats owned by foreigners have been injured by the storm.

6th August.  
The s.s. *Kiangten* arrived here at 4 p.m., having on board the M.H.-ho-long and a black-bird Minstrel. She will leave again for Pootoo to-morrow morning. The pleasure seekers on board are reported to have some fun during their enforced stay here, and after dinner they marched about the settlement with tin pans, banjos and concertinas, stopping at the different residences and serenading the inmates.

The Police here are unusually active. They have recently made several successful raids on gambling dens, and amongst the prisoners taken were several prominent Celestials, well known to foreigners.

Mad dogs seem to be numerous here for almost daily we hear the police have killed one and sometimes two. Two cases of hydrophobia are reported; one proved fatal.

9th August.  
A lamentable accident resulting in the loss of many lives occurred here during the recent storm. A passenger boat, containing a crowd of men, women and children, was capsized, and forty of the poor unfortunates were drowned.

Yesterday the bodies of a man and a woman were found in a canal in the rear of the settlement; they are supposed to have been drowned during the late gale.

It is to be hoped that the S. S. *Kiangten* has not made her last trip to Pootoo this season. We should very much like to see just such an other crowd of jolly excursionists put in an appearance next Sunday morning, and the following Sunday also. If they will only let us know, they will be better prepared for them. The cake-shop keepers are, I believe, getting a stock of cakes ready for Sunday next. They made a little fortune yesterday; for about an hour before the departure of the *Kiangten* for Shanghai the passengers amused themselves by treating the crowd of admiring coolies on the wharf to cakes, peaches, cash, etc. Of course many had to receive their share in a rather peculiar manner, but it didn't matter to them; the chap who had to dig his cum-shaw of cake out from among the roots of his hair seemed to relish it as much as those who received it clean from the hands of the donors. Occasionally a bucket of water was given to them to wash down the cakes I suppose. They came the cash; gracious, what a scrambling. It was a bright idea, though, to put them in the fire first—the coolies thought so.

A large pelican seemed to play an important part in the festivities on board; I frequently saw a gentleman shoot along the deck with one of those delicate birds in his arms.

With three times three rousing cheers to the Ningpoites, who were gathered on the wharf to see them off, they left at 4 p.m.—*Courier*.

## HANKOW.

[FROM A CORRESPONDENT.]

Since Saturday morning last it has been blowing a fresh gale from the North, and we have experienced remarkably cold weather, the thermometer being down to 75°. The "oldest inhabitant" cannot remember anything like this for this season of the year. The change was very sudden, and must have been trying to persons of weak constitution. The cool weather is very enjoyable, and I trust it will not prove as unhealthy as it is unseasonable.

There has been a decided improvement lately in the management of the coolies who were allowed to swarm on the side-walks of the Bund. Yesterday at the south end I counted no fewer than seven guardians of the peace exclaiming "no thoroughfare." The coolies took notice, and the motley groups assembled without the boundary.

A singular occurrence took place in the native town to-day. A faithful son of a Chinese parent or friends caused to be exhibited a yellow placard on which were Chinese characters in large letters meaning "Lost, stolen or strayed, a young man aged 20—native of Canton." His photograph was pasted on the top of the placard to assist in his identification. Surely this is a new method in advertising for one's missing friends.

The river has fallen about sixteen inches, so we may now consider our well-ordered concession free from floods for some time to come. The water register is 43 ft. 3 in. with a fall of one inch daily.

Can any of your Hankow or Wuchang readers give any information as to how, when, and by what means a small top of the "Temple of the White Stork" was taken down? It weighed about twenty piculs—the Chinese version is "falls same rebel men do"—but I fail to see how it was done, minus scuffling without injury to the roof.

We hear by the *Peking* that the *W. C. de Priess* still remains ashore at the mouth of the Williams creek, with anchors run up both from bow and stern. The *Swat* is expected to reach her to-morrow (Friday) morning.—*Courier*.

## ICHANG.

[FROM A CORRESPONDENT.]

11st July, 1883.  
The Szechwan water is now coming down with a vengeance, our register showing a rise of eleven feet during the last few days. The thermometer has a range too high to be pleasant—95°. Our small foreign community keep in good health, but I regret to say much sickness still prevails amongst the natives—many deaths taking place. From Shazee we hear sad accounts of the great mortality there, the people dying after two hours' sickness, and it is reported that the carpenters are unable to cope with the increased demand for coffins.—*Courier*.

## TIENSIN.

[FROM A CORRESPONDENT.]

August 1st, 1883.  
Yesterday was the birthday of the Emperor of China, and all official offices were closed in honour of the day. A Chinese gunboat in harbour was dressed with flags, and at noon gave a salute of 21 guns.

Since the arrival of His Excellency Li Hung-chang there has been a continuance of wet weather. We have not had one fine bright day, but for seventeen days we have experienced rain and dampness in the extreme. This bad weather has put a stop to all outdoor games and excursions, and the Chinese say that they do not remember such a long duration of rain for a period of nearly fifteen years. The roads between Tientsin and Peking are obstructed by water, which is quite two feet deep on the plains. The cart traffic is suspended, and travellers have to use boats.

The Water Works Company here were in a dilemma before the arrival of His Excellency Li Hung-chang; they were dubious as to whether they would get permission for the construction of their works. When the scheme was submitted to His Excellency no difficulty was experienced. He readily gave the required permission to the Company, and the works are to be commenced without delay—within a month or so. The shares of the Company have been allotted, and the undertaking promises to be a very successful one. A piece of land for the works of the Company has been purchased adjoining the French Concession, so that the Chinese city can be easily supplied with water by the Company as well as the foreign settlement.

A meeting was held yesterday at H.B.M.'s Consulate for the purpose of starting a Public Library. The promoter is Mr. Hobson, Commissioner of Customs. The scheme met with the approbation of the community, and a committee was elected to carry it out.

The return cricket match The Consular and Customs services v. The rest of the community, is to take place as soon as the rain stops, and the ground is in order for play.

Our popular harbour-master leaves us in a short time to take up an appointment of Commissioner of Customs in China. I don't know at which port he is to be stationed. His departure will be deeply regretted, and in him Mr. P. G. von-Mollendorff has secured the services of a valuable assistant.

The *Haan*, of the China Merchants' Steam Navigation Company, is detained in harbour, waiting to convey His Excellency Chang Shu-sheng to the south.—*Courier*.

## JOSH BILLINGS'S GUIDE TO HEALTH.

Never run into debt if you can find anything else to run into.

Be honest. If you can, if you can't be honest, pray for help.

Marry young, and if you make a hit keep cool and don't brag about it.

Be kind to your mother-in-law, and, if necessary, pay her board at some good hotel.

Bathe thoroughly once a week in soft water and katead soap and avoid tight boots.

Exercise in open air, but don't saw wood until you are obliged to.

Laugh every time you feel tickled, and laugh once in a while anyhow.

Eat wash washing days, and be thankful, if you have to shut your eyes to the time, and allow start the fire in the morning and put on the teakettle.

Don't jaw back—it proves that you are as big a phool as the other phool.

Never borrow what you are able to buy, and always have some things you won't lend.

Never get in a hurry; you can walk a good deal further in a day than you can run.

Don't swear; it may convince you, but it is sure not to convince others.

If you have daughters, let your wife bring them up; if she had got common sense she can beat all your theories.

Don't think too much new cider, and however mean you may be, don't abuse a horse.

Luv and respect your wife anyhow; it is a good deal cheaper than to be all the time wishing she was somehow different.

## TEACHING A MELICAN MAN BUSINESS HABITS.

An up-town Professor lost the Oriental bit of script given him by a Chinese laundryman, and was without it when he went for his shirts. The Chinaman said, "Gimme tickle."

The Chinaman went to the rear of his den, and came back shrugging his shoulders.

He said, smiling, "Solly."

"Why are you sorry?" said the Professor.

"Me lost shirts," said the Chinaman.

The Professor got a lawyer, and returned to bulldoze the Chinaman.

"Give this man his shirts," yelled the lawyer, fiercely.

"Solly," said the Chinaman, as he rolled up a damp garment. "He lost tickle; I lost shirts."

Parleying did no good. The Professor redoubled without his shirts. On the next return of his wash from the same laundry the Chinese messenger gave him in change, a trade dollar.

It proved to be as light as a feather. Going to the laundry the next day, after discovering that the coin was worthless, he told the Chinaman there that his man had given him that counterfeit. The Chinaman tossed it on the counter, weighed it and smiled.

"Badee," he said.

"Your Chinaman gave it to me," said the Professor.

"Badee Chinaman. I sent him 'way yesterday," and the professor smiled again. The Professor concluded to try another Mongolian.—*N. Y. Sun*.

## HONGKONG TEMPERATURE.

(From Messrs. FAIRBANKS & Co.'s Register.)

Barometer—7 P.M. 29.91  
Barometer—10 P.M. 29.88  
Thermometer—1 P.M. 85  
Thermometer—4 P.M. (Wet bulb) 78  
Thermometer—4 P.M. (Dry bulb) 82  
Thermometer—7 P.M. (Wet bulb) 78  
Thermometer—7 P.M. (Dry bulb) 82  
Thermometer—10 P.M. (Wet bulb) 78  
Thermometer—10 P.M. (Dry bulb) 82  
Thermometer—Mean (over 24 hours) 80

## To-day's Advertisements.

UNION LINE.  
FOR YOKOHAMA.  
THE Steamship  
"GALLEY OF LORNE"  
Captain Pomroy, will be despatched for the above Port, TO-DAY, the 14th inst., at 5 P.M.  
For Freight or Passage, apply to  
RUSSELL & Co.  
Hongkong, 14th August, 1883. [636]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.  
FOR MANILA (DIRECT).  
THE Company's Steamship  
"ESMERALDA,"  
Captain Wright, will be despatched for the above Port, on FRIDAY, the 17th instant, at 5 P.M.  
For Freight or Passage, apply to  
RUSSELL & Co.,  
General Managers.  
Hongkong, 14th August, 1883. [638]

UNION LINE.  
NOTICE TO CONSIGNEES.  
FROM LONDON, PENANG, AND SINGAPORE.

THE Steamship  
"GALLEY OF LORNE,"  
Captain Pomroy, having arrived from the above Ports, Consignees of Cargo are hereby requested to send their Bills of Lading to the Under-signed for Consignation, having first signed an average Bond, and to take immediate delivery of their Goods from alongside.  
Cargo impeding the discharge of the Steamer will be at once landed and stored at Consignees' risk and expense and no Fire Insurance will be effected.  
Optional Cargo will be forwarded on to Yokohama unless notice to the contrary be given before Noon, TO-MORROW, the 13th inst.  
All Claims against the Steamer must be presented to the Under-signed on or before the 22nd instant, or they will not be recognised.  
RUSSELL & Co.,  
Agents.  
Hongkong, 13th August, 1883. [637]

HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.  
EXCURSION TO MACAO.

THE "HONAM" will make a Trip to Macao and Back, on SUNDAY, the 19th instant, leaving Hongkong at 8 A.M. and Macao at 9 P.M.  
First-class Fare to Macao and Back \$2. No Second-class. Tickets to be purchased at the Company's Office.  
Excursionists can have Breakfast and Dinner on board the Steamer by leaving notice at the Office addressed to the Purser "HONAM" not later than 3 P.M., on SATURDAY, the 18th instant.  
By Order,  
P. A. DA COSTA,  
Secretary. [639]

## Intimations.

HONGKONG HOTEL COMPANY, LIMITED.

THE DIRECTORS are now prepared to receive TENDERS from suitable persons for a term of FIVE YEARS, for the lease of the HONGKONG HOTEL, with FURNITURE complete.  
The Building (together with a powerful passenger lift) will comprise after the proposed alterations and additions have been completed, viz—

THE BASEMENT.  
Two Grand Entrances from Pedder's Street and Queen's Road. Bar, Billiard, Reading and Smoking Rooms with separate Entrance from Pedder's Street.

A handsomely fitted up Ladies' Room, for the use of visitors and others.  
Manager's and General Offices, Kitchens, Store Rooms, &c. &c. &c.

FIRST FLOOR.  
A Public Dining Room capable of dining upwards of 170 persons at the same time.

ONE LARGE BREAKFAST ROOM.  
FIVE elegant and beautifully fitted up suites of ROOMS, consisting of a Private DINING ROOM, DRAWING ROOM, CARD ROOM, READING ROOM, and BILLIARD ROOM.

TEN Bed Rooms, with a Bathroom to each.  
SECOND AND THIRD FLOORS.  
Have each 26 lofty, well ventilated and lighted Bed Rooms, opening on to large Verandahs with a commodious Bath Room for each room.

All the Passages and Corridors throughout the premises are wide and well lighted, most of the furniture will be new and made expressly for the clients.

The special attention of Hotel Keepers and others is drawn to the unusual advantages offered.

Tenders to state sum per annum, and to include taxes. No Tender under \$3,500 per annum will be entertained by the Directors.  
Hongkong, 16th April, 1883. [292]

THE CHUNG SHIP'S PLUMBER, BLACKSMITH, &c., &c., has REMOVED from No. 35, Queen's Road East, to No. 6, Peel Street, close to No. 20, Queen's Road Central.  
Hongkong, 4th August, 1883. [620]

CHS. J. GAUPP & CO.  
CHRONOMETER, WATCH, AND CLOCK-MAKERS.  
JEWELLERS, SILVER-SMITHS, AND OPTICIANS.  
CHARTS AND BOOKS.  
NAUTICAL INSTRUMENTS.  
SOLE AGENTS  
for Louis Audemars' Watches; awarded the highest Prizes at every Exhibition; and for Volklinder and Sohn's CELEBRATED OPERA GLASSES, MARINE GLASSES, AND SPYGLASSES.  
No. 38, QUEEN'S ROAD CENTRAL. [478]

J. M. GUEDES.  
HOUSE AND LAND BROKER.  
AUCTIONEER AND COMMISSION AGENT.  
No. 33, WELLINGTON STREET, HONGKONG.  
Hongkong, 23rd January, 1882. [6]

HONGKONG TIMBER YARD, WANCHAI.  
OREON PINE SPARS AND LUMBER ALWAYS ON HAND.  
L. MALLORY, Proprietor.  
Hongkong, 24th June, 1883. [601]

## Intimations.

THE DOUGLAS STEAMSHIP COMPANY, LIMITED.

CAPITAL 1,000,000 DOLLARS.  
Divided into 20,000 fully paid up Shares of \$50 each, of which \$10 shall be paid on Application and \$40 on Allotment.

GENERAL MANAGERS:  
Messrs. DOUGLAS LAPRAIK & Co., HONGKONG.

COMMITTEE:  
JOHN S. LAPRAIK, Esq., (Chairman)  
(Messrs. DOUGLAS LAPRAIK & Co.)  
HON. PHINEAS RYRIE,  
(Messrs. TURNER & Co.)

FREDERICK D. SASSOON, Esq.,  
(Messrs. DAVID SASSOON, SONS & Co.)  
B. L. A. Y. T. O. N., Esq.,  
(Messrs. GIBB, LIVINGSTON & Co.)  
W. S. YOUNG, Esq.,  
(Messrs. GILMAN & Co.)

BANKERS:  
THE HONGKONG AND SHANGHAI BANKING CORPORATION.

SOLICITORS AND PUBLIC NOTARIES:  
Messrs. BRERETON, WOTTON & DEACON,  
35, Queen's Road, Victoria, Hongkong.

PROSPECTUS:  
THE Company has been formed for the purpose of acquiring and taking over from the present Proprietors the Line of Steamers, the Wharf at Hongkong and other property, necessary for the said business which has been hitherto successfully managed by Messrs. DOUGLAS LAPRAIK & Co., and which was established by the late Mr. DOUGLAS LAPRAIK in the year 1860.

The present Proprietors who are principally Merchants resident in England and China, and who are desirous of retaining a considerable interest in the Company when formed, deem it advisable, with the object of further increasing the present remunerative business, to form a Limited Liability Company under the provisions of the Companies Ordinance in Hongkong provided in that behalf, and thus meet the requirements of a rapidly developing traffic in the China seas and elsewhere. From past working there is every reason to believe that Shareholders will receive a fair return on the investment of their capital.

THE FLEET OF THE COMPANY ARE—  
The S.S. "ALBANY" 541 Tons.  
"HALOONG" 446 " "  
"NAMO" 375 " "  
"FOKIEN" 815 " "  
"THALES" 1,199 " "  
"DOUGLAS" 1,566 " "  
"KWANGTUNG" 1,056 " "

The Vessels are all first class, built expressly for the trade, fitted with the best machinery, and are well found in every respect. The business is a going one, and at the trade is capable of great development, the Proprietors hope by placing shares with those who can assure business to the Company, to be able to work the line to the satisfaction of those interested.

The Seven Steamers will be taken over at a valuation of \$824,500. This amount has been agreed upon with the Vendors, and will include the Goodwill of the DOUGLAS LINE.

The present Proprietors are prepared to take at least 10,000 fully paid up shares and the remainder will be offered to the public.

The following is the only agreement that has been entered into on behalf of the Company.

AN AGREEMENT dated the 24th day of July, 1883, and made between JOHN STEWARD LAPRAIK, EDWARD PETTIT, GEORGE HARPER, JOHN EWART, ROBERT ELLIS BAKER, EDWARD FORD DUNCANSON, GEORGE GIBB, JOSEPH WINGYETT HUNT, WILLIAM MANGER, ELDRED HUNTON and Messrs. DOUGLAS LAPRAIK & Co., of the one part and FREDERICK GARDEN (a Trustee for the intended Company) of the other part.

Copies of the above Agreement, and of the Memorandum and Articles of Association, can be inspected by intending subscribers at the Office of Messrs. DOUGLAS LAPRAIK & Co., at Hongkong, and at the Office of Messrs. BRERETON, WOTTON & DEACON, 35, Queen's Road, Hongkong.

If no allotment is made, the deposit will be returned, and if a smaller number of Shares be allotted than applied for, the surplus of the deposit will be applicable to the payment of the amount due on allotment. If any instalment is not duly paid, the allotment will be liable to cancellation, and the payments previously made to forfeit.

This Prospectus is printed in English and Chinese and in case any variance exists between the two prints or any difference shall arise as to the construction thereof or otherwise with reference thereto the English print thereof shall prevail.

Application for shares must be made in the Form accompanying this Prospectus, and forms may be had at the Head Office of the HONGKONG AND SHANGHAI BANKING CORPORATION at Hongkong, and also at any of its Branches in China and elsewhere.

Closing dates 20th August 1883 for places other than Hongkong, and 31st August 1883 for Hongkong.  
Hongkong, 24th July, 1883.

FORM OF APPLICATION.

TO THE GENERAL MANAGERS OF THE DOUGLAS STEAMSHIP COMPANY, LIMITED, HONGKONG.

GENTLEMEN,  
Having paid to your credit at the HONGKONG AND SHANGHAI BANKING CORPORATION the sum of \$.....being a deposit of \$1







